



TH DIVISION

PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION INC.

"BULLETIN BOARD" 79

JANUARY 1972

MODEL
AUCTIONS
1972

RAILROAD
SLIDES
and
MOVIES

HAPPY
NEW
(RAILROADING)
YEAR

MODEL R.R.
CLINICS

SPRING
MEET
at
ROYAL
TOWERS

NATIONAL 1972
SEATTLE WASH. USA

M.K.

BULLETIN BOARD

The BULLETIN BOARD is the official publication of the 7TH DIVISION of the PACIFIC NORTHWEST REGION of the NATIONAL MODEL RAILROAD ASSOCIATION and is mailed free of charge approximately six times a year to all P.N.R. members residing in the 7TH DIV.

Subscription rates to all others is \$1.00 per P.N.R. year (September - August).

The BULLETIN BOARD is published by the 'Standing Committee' of the 7TH DIVISION and all correspondence pertaining to the BULLETIN BOARD should be addressed to the Editor:

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Advertising: Personal classified advertising is available free to 7th Division P.N.R. members to sell their own private equipment. Keep your message brief and to the point - print it out and send it to the 'B.B.' Editor.

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COMING EVENTS

FEBRUARY 6TH - OAKRIDGE AUDITORIUM European shows continued. This will duplicate the 'twin theatre' slides and movies at the last show. The slides will feature European Railroading and the movies will be a combination of North American and European prototype.

MARCH 12TH - OAKRIDGE AUDITORIUM A participating clinic is being planned for this date so make sure your knives, pliers, paint brushes and other paraphenalia are in good working order. More details later.

APRIL 2ND - OAKRIDGE AUDITORIUM Who knows! This is to be a surprise program that will be of interest to all in the model railroading hobby. Actually, I'm only saying this because the program isn't finalized yet and it would be unfair for me to commit others to a program which they may not be prepared to deliver. It will be a surprise program though.

MAY 7TH - ROYAL TOWERS HOTEL The Annual Spring Meet for Model Railroaders is tentatively planned for Sunday, May 7th at the Royal Towers Hotel in New Westminster. There will be lots of variety at this years Meet with model and photo displays, short clinics on modelling techniques, tape-slide clinics, Raillette activities and a repeat of last year's very successful silent auction. There is sure to be something for everyone at this year's meet. Be sure you're there.

EVENT.

YOU WILL RECEIVE NOTIFICATION OF EACH OF THESE EVENTS ABOUT 1½ - 2 WEEKS PRIOR TO THE

HUMOR (?) Two men were sharing a seat on a crowded commuter train on the MURRAY RIVER & NORTHERN and one noticed that the other had his eyes closed.

"What's the matter," he asked, "are you sick?"

standing!"

"Oh, no," his companion replied, "it's just that I hate to see a woman

*
* It is with regret that we report the death of *
*
* PEARL BRADWIN *
*
* wife of our 7th Division Vice-President, *
*
* in the week before Christmas. *
*

PROTOTYPE NEWS, VIEWS & HISTORY

P G E + B C H = B C R ? The eventual outcome of this possibility should become clear in the next few months but some facts which may affect this outcome should be kept in mind as you speculate on what may happen.

First of all the two railroads have no common ground in motive power. The P.G.E. is all Alco (and MLW) while the B.C.Hydro is General Motors with a smattering of G.E. 70 tonners. Thus there would be only a small advantage in pooling motive power maintenance facilities.

The two roads are quite different in operating character. The P.G.E. is a long line and carries considerable bulk cargo such as sulphur, wood chips, some grain, petroleum products and forest products over fairly long distances and usually to a connecting railroad or ocean vessel. Passenger service is offered in Budd cars over a good part of the mainline. The B.C. Hydro railroad on the other hand, is a short (80 miles from Vancouver to Chilliwack) line which owns only motive power and maintenance equipment (no revenue producing freight cars) and gets a very large part of its revenue from terminating traffic received from other railroads. Only a very small part of this traffic is received from the P.G.E. -- most of it comes from the C.N., C.P. and B.N. (Milwaukee?). B.C. Hydro offers no passenger service on its railroad. Thus only a very small part of the traffic that the P.G.E. originates is terminated on the B.C.H., and only a small part of the traffic that the B.C.H. terminates was originated on the P.G.E.

The two railroads are in no way connected by rails belonging to one or the other.

All the above semi-arguments seem to disfavour amalgamation of the two roads but I, in fact support amalgamation. I suspect that a large number of you also support amalgamation and I will be glad to print the facts and counter arguments that you send to me. They will be published in coming issues of the B.B.

Ken.G. Editor.

AMTRAK MEANS ANYTHING GOES David P. Morgan, Editor of Trains magazine, wrote an article in the January 1972 Model Railroader, which logically justifies operating passenger trains with cars from many roads without taking liberties with actual prototype practice. This has been possible to a limited extent for many years even in Canada as it has for some time been common to see hired cars from many American roads being hauled by the C.N.

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An automobile can help you see the world, but YOU must decide which world!

EDITORS COLUMN (BITCH - BITCH - BITCH)

This issue will complete my first full year as Editor of your BULLETIN BOARD. This year has been a very enjoyable and challenging one. It does however become ever more frustrating and time consuming as I run up against every Editors' nemesis --- lack of material. If I am to continue writing a major portion of the BULLETIN BOARD then this portion (I usually write about modeling projects I'm doing myself - as I do them) must ultimately deal solely with the subject "How to write a BULLETIN BOARD".

I am indeed thankful to some people, namely the Raillettes, Brian Pate, George Boyko, George Beil and our Past V.P. Al Adams for their fairly regular supply of material. Without them I'd be totally sunk and with even only two or three more like them I might be piloting a completely seaworthy ship. What we need in particular is reports from groups and individuals throughout the 7th Division. We do NOT know what interesting projects you may be undertaking and we may only know what the prototype in your 'neck-of-the-woods' is doing through a slow and sometimes unreliable grapevine. Any technical tips or modeling hints or even 16 page articles you may send will be looked at critically, cut to pieces and then printed as is anyway.

Another difficulty with depending on one person to do most of the writing on a continuing basis is that sooner or later the issues will become LATE as this one will be (Target date for mailing-Dec. 8, 1971 - actual mailing date will be Jan. 14, 1972). One issue late should be no great problem but this will also mean that the following issues will be extremely difficult to catch up without help from YOU.

In closing this column I wish to thank very kindly Doug. and Marg. Stevenson for their tireless efforts in typing and printing, collating, folding and stapling of the BULLETIN BOARD. And to you and yours all the best wishes for 1972.

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EVERGREEN NATIONAL CONVENTION SEATTLE - AUG. 9-13, '72

Plans for this event are in the finishing stages and so too should be your models, photos and displays for entry into the contests and display rooms of the Convention. Dave Simpson and Hank Menkveld are putting the finishing touches to an N Scale display layout (operating) which should be of encouragement to all N scalers who would like to try their hands at scratch building.

The Olympic Hotel in Seattle will be the headquarters for this years Convention and any people requiring information on accommodation, programme activities or registration forms should contact:

Duanne M. Damgaard,
29043 - 59th Place South,
Auburn, Wash., 98002
U. S. A.

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If you give a RAILLETTE enough rope,
they'll rig a clothes line in the trainroom.

NEWS FROM THE DIVISION

C.U.T.E. LINE MODEL RAILROAD MONTH ACTIVITIES by George Beil

Our hearts are with Cec. Bradwin over the loss of his wife. She was a MODEL Railroad wife, who considered a Locomotive an ideal Christmas present.

November saw the CUTE LINES featuring a model railroad month with a display in the local Royal Bank. First we built a 2' x 6½' showcase with glass front and top and an electric light. One week we displayed the local link with civilization, the CNR. Old and New passenger trains - the different boxcar emblems, and a few fitting photos. The next week saw the same, except it covered that thing across. Then six dioramas, one for each tellers cage, showed the old and new in engines, freight and passenger cars, and one decaled for a model railroad. It was considered a huge success.

The last meeting, Dec. 11, had an almost complete attendance. Topic was: What for the Seattle Convention? Watch for the suggestions on the next meeting report.

CPR - N.E. BURNABY STYLE A bunch of the boys are going at railroading hard and strong in the basement of Bill Galovich. At the moment, the basic framework is nearly complete and track laying is going full steam ahead. (or backwards when Ken Griffiths is there). One particular stretch of trackwork around the entrance to the railroad room has been ripped up and relayed so many times that Wayne Bysted suggests the management look into the possibility of transferring all traffic to trucks and buses for routing around the difficult area.

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FOR SALE A small brass 2.6.0, a Roundhouse 0.6.0 Revell diesel switcher, a number of Athearn and Tyco F Units and an assortment of Athearn freight and passenger cars. For more information and viewing call KEN GRIFFITHS at 433.1401.

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ACHIEVEMENT PROGRAM Apparently the small jibe in the last BULLETIN BOARD has spurred some action in this program as I now understand via the wine vine that a number of applications have been sent in and many more are on the verge of being sent. Well done fellows.

* * * * *

NEW 7TH DIVISION CRESTS A new embroidered cloth crest has been designed with the same locomotive and smoke design but with the locomotive the right way around and more clearly defined. These should be ready for sale at the Spring Meet so be prepared to get one of these as I'm sure you'll like them. Price will be about \$1.00

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Overheard on the HOLLYBURN WESTERN - Two stoned hippies were staggering along a railroad track when one tiredly complained to the other.

"I sure wish we'd get to the bottom of this flight of stairs."

"The stairs arn't the worst of it" grumbled the second. It's the low handrails that bug me!!

* * * * *

TECHNICAL TOPICS

APPLYING DECALS Some pointers which were not covered too well in the recent clinic are restated below.

Surface Finish: Decals go best on to a clean smooth surface. A number of so called flat finish paints including Floquil give a surface which is really too rough for excellent results in applying decals. This can be overcome by modifying the paint to give a smoother finish - for example, add some Floquil glaze to Floquil paints to increase smoothness - or by going over an already painted model with a clear gloss coat. The model can be changed to the desired gloss by spraying again with a gloss or flat finish after decals are applied. Again, the decal solvent materials can help to overcome a surface roughness problem but don't expect too much of them.

Handling Loose Decals: Some of the large decal pieces can present a problem in handling and transferring without getting them folded over on themselves especially if they are printed on a very thin film. This can be overcome somewhat if a thin coat of Testors Dull Cote or Gloss Cote is sprayed over the decal and allowed to dry before the decal is placed in the water.

Seeing White Decals Printed on White Paper: Some people were understandably having difficulty with the above in the rather poor lighting conditions during the clinic. You can see these much better if the decal is held up to a light so the light shines through the decal sheet to your eye. The desired area should be outlined with a soft pencil while holding to the light. This outline will then serve as a guide line for cutting out the desired area.

Rescuing Old Decal Jobs: Some people asked if it is possible to repair old decal jobs in which there are air bubbles under the film around rivets etc. The answer is yes and especially so if the decals were not covered with a clear spray after the application. All that is required is to puncture each air bubble with a pin and apply a decal solvent over the whole decal. Then immediately work each air bubble with a small paint brush until the solvent replaces the air. Decal films are made of lacquer and this dries solely by solvent evaporation and can thus be redissolved by the same solvent at any time after it has dried.

A SIMPLE TOOL FOR DRAWING EASEMENTS: A few articles on laying out easements for track-work have appeared in the commercial journals recently. The method I will outline here requires only a small piece of plywood, a string and a pencil. The set up for drawing the curve is as in the sketch. At the start, the pie shaped piece of plywood (or any other suitable material) is layed down with one edge parallel to the tangent track and a piece of string length R_1 attached to corner C_1 . A pencil is attached to the other end. Now as the pencil is advanced along the curve the active length of string decreases uniformly until the string contacts corner C_2 . From here on the radius will remain constant at R_2 . If it is desired to make a complete 180 as at the end of a piece of 4' x 8' plywood the pie shaped piece should be flopped about C_2 at some time while R_2 is active. For the mathematicians among you the following will help you to select the pie shape that'll do the job you want done. First of all a pie shape with OC_1 & $OC_2 = r$ with angle ϕ will decrease the radius by an amount equal to $\frac{\phi \text{ (in degrees)}}{360} \times 2\pi r$ which is equal to the length of the arc on the outside of the pie shape.

This decrease in radius will occur through an angle equal to ϕ . Some difficulty might be encountered in applying this method to a particular layout problem so if you'll wade through the following example the light may hit you.

Cont...7

DRAWING EASEMENTS - Cont.

Example: 2 parallel tracks 44" apart (inside tie line) desire 20 degree easements on each end to join tracks.

What will be R_1 , R_2 and r from the above $\phi = 20$ degrees

$$R_1 = R_2 + \frac{20}{360} (2\pi r) = R_2 + .348r$$

One other item must be specified at this time and that is R_2 , the minimum radius curve. With a simple semi circle to join the two tracks the radius would be 22" but let us suppose we can stand a minimum radius $R_2 = 21"$ provided we have suitable easements. Then: $R_1 = 21" + .348r$

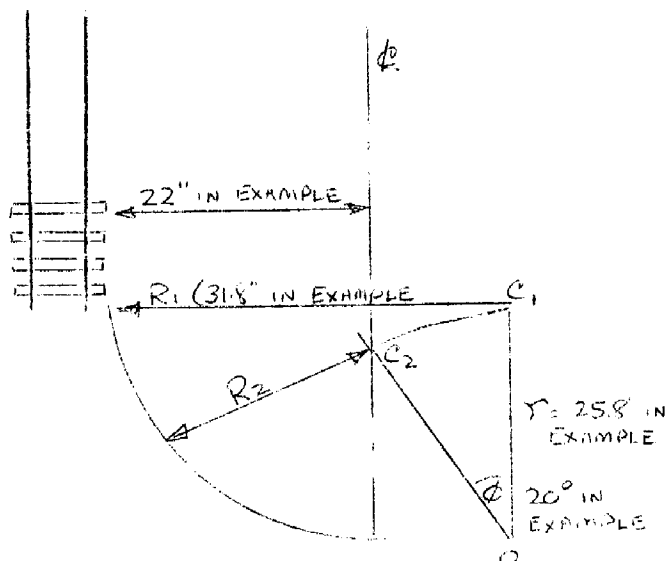
Now we're down to one equation and two unknowns and have another free choice to make. The proper thing to do is to choose R_1 , the maximum radius since the radius at the beginning of a curve has a lot to do with the appearance of a train in the curve. So let's assume a radius of 30" would give a pleasing appearance for the longest equipment to be operated over the curve. Now the equation is:

$$30" = 21" + .348 r \text{ from which } r = 25.8"$$

Therefore, we need a 20 degree pie segment with a 25.8" radius.

All Is Not Over Yet! If you will notice, the edge of the pie shape OC_1 is not 30" from the tie line where the easement is to be started but rather, $22" + r \sin 20 = 30.8"$.

A bonus then is that the maximum radius will have to be 30.8" rather than the 30" initially chosen and the minimum radius will be 21.8" rather than the 21" chosen initially. This 21.8" radius is by the way only 0.2" smaller than the 22" radius which would have to be used if the two straight tracks were to be joined with a simple semi-circle. This is small sacrifice indeed and is much more than offset in appearance by having long cars enter a curve of 30.8" rather than one of 22".



Some additional Tips: - This method works best on flat surfaces such as a piece of plywood but can be of some use to people laying track on open bench work. It will just take a bit of ingenuity to apply in the open bench work situation.

- You don't have to make the complete pie segment. You can discard at least one half of it which is closest to point O. This will save on plywood and make the pie shape smaller and easier to handle.

- The pie shape you end up with in this example will decrease any initial radius by 9" through an angle of 20 degrees.

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The cover on this issue of the BULLETIN BOARD was drawn by MIKE KRGOVICH - owner of MIKE'S KABOOSE, 3766 East Hastings St...